TRAFFIC ENGINEERING

A News Letter

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AMERICAN LEGION AIDS HIGHWAY SAFETY

The American Legion is to be congratulated for its latest contribution to traffic safety. Copies of a 32-page handbook, "The American Legion and the Traffic Accident Problem," just published by the National Americanism Commission in cooperation with the National Bureau of Casualty and Surety Underwriters, were sent to 11,120 Legion Posts and Auxiliaries, according to "Safety Engineering." The book emphasizes the gravity of the problem and the importance of immediate preventive action, recommends uniform traffic legislation, safety education among both children and adults, improved enforcement of existing traffic laws, and sponsorship of better traffic engineering. Under legislation, the uniform traffic laws prepared by the National Conference on Street and Highway Safety strongly recommended. Various means by which the Posts and Auxiliaries can assist in encouraging safety education in grammar and high schools, including schoolboy patrols near school buildings, and courses for safe driving for high school students are urged. The Legion could find no better field for its work.

MICKLE WITH JENSEN, BOWEN AND FARRELL

D. Grant Mickle, formerly associated with Miller McClintock, has joined the staff of Jensen, Bowen and Farrell, public appraisal engineers, which has set up a traffic and transportation department covering highway traffic, consulting work, and general highway transport engineering. Mr. Mickle conducted traffic research at the Erskine Bureau for street traffic research at Harvard University, was employed for several years in the traffic division of the Massachusetts Department of Public Works, and directed the public works studies on the Massachusetts highway accident survey, following which he entered the employ of the U. S. Bureau of Public Roads.

MAXWELL N. HALSEY BECOMES ASSISTANT DIRECTOR HARVARD BUREAU FOR STREET TRAFFIC RESEARCH

Mr. Maxwell N. Halsey has recently accepted appointment as Assistant Director of the Harvard Bureau for Street Traffic Research (formerly the Albert Russell Erskine Bureau). The University is to be congratulated in this appointment, as Mr. Halsey's experience peculiarly fits him to assist Dr. Miller McClintock in carrying out the rapidly expanding activities of the Bureau.

A graduate of the University of California at Los Angeles, Mr. Halsey was one of the first Fellows to study under the old Erskine Bureau. Upon the completion of his course he was appointed Traffic Engineer for the Highway Department of Massachusetts. In this position he accomplished much pioneer work in placing the activities of the Traffic Division on a scientific basis, installing systematic methods of procedure, directing the first State-wide traffic survey, and establishing a uniform set of standards for traffic control devices which has subsequently been adopted by a number of other States.

In 1930, Mr. Halsey was appointed Traffic Engineer for the National Bureau of Casualty and Surety Underwriters. In this position he did much to further the progress of traffic safety and traffic education on a nation-wide scale.

HAROLD HAMMOND SUCCEEDS MAXWELL HALSEY

Harold Hammond has accepted the post of traffic engineer with the National Bureau of Casualty and Surety Underwriters, vice Maxwell Halsey.

Mr. Hammond graduated from the University of Michigan Engineering College, received a Master of Science Degree from Harvard University, and was a Fellow of the Erskine Bureau. He was Traffic Engineer for the Governor's Committee on Street and Highway Safety in Massachusetts, and later Traffic Auditor for the Traffic Audit Bureau, from which he resigned to accept his present appointment.

AIR MAPS AND HOW TO USE THEM

The Abrams Aerial Survey Corporation has published an interesting pamphlet on aerial mapping. The pamphlet discusses the advantages of air maps, and the methods now in use. Topics covered are preliminary reconnaissance, plane table aerial mapping, contouring aerial maps, models from air maps, mosaic

maps, and specifications for aerial maps. Copies may be obtained from the company at 119 West Allegan Street, Lansing, Michigan.

DESIGN OF ARROW FOR TRAFFIC SIGNAL LENS

Mr. Marsh has received a request for information concerning the design of turning arrow indications for use in the lenses of traffic signals, and desires that we bring this request to the attention of the members of the Institute. The disadvantage of most arrow designs now in use is that from a distance they appear to be the ordinary round signal indication. Apparently very few tests have been made to show at what distance a particular design is clearly discernible as an arrow. Members who have made such tests or otherwise investigated the subject are urged to communicate with Mr. Marsh and give him the benefit of their experience. Address Mr. Burton W. Marsh, Director, Safety and Traffic Engineering, American Automobile Association, Washington, D.C.

MEMBERSHIPS

The following have been reinstated in the grade of MEMBER:

R. F. Randolph, Development Engineer,
United Railways and Development Company,
Baltimore, Maryland.

John F. Hurley, Traffic Engineer,
Boston Traffic Commission,
134 North Street,
Boston, Massachusetts.

The following have applied for transfer of memgership grade:

Charles H. Rex, Associate Member
Peter J. Stupke, Associate Member
D. Grant Mickle, Junior Member

SEPARATING TRAFFIC ON THE TRIBOROUGH BRIDGE

According to E. L. Yordan, New York Times, May 12, 1935, page 22x, the Triborough Bridge, to be opened in the summer or fall of 1936, will provide for swift and easy travel by car through one of the most traffic-harassed sections in the world. Cars will move steadily to and from Manhattan, Queens and the Bronx with no crossings at grade, no interruptions except at the toll booths, no signal lights and no mechanical traffic controls. The only signs will

be directional markers. The bridge and its approaches comprise four bridges, approach ramps at four points and altogether 19 miles of roadway. At the main junction on Randall Island 12 roadways converge, but do not meet or cross. It has three decks. The main artery, between the Boroughs of Queens and the Bronx consists of two 4-lane pavements separated by a 4 foot strip. Cars from Queens to the Bronx go straight ahead at the same level, stopping only at the toll booths. Queens to Manhattan cars turn right and then left and under the main level on to the Manhattan roadway. Queens to Randall's Island cars proceed the same way to the toll booths, and then down the Randall's Island ramp.

Manhattan-Queens cars make a direct right turn along the upper level. Manhattan-Bronx cars veer right pass under and then climb to the high level deck. Manhattan-Randall's Island cars go straight ahead and down the ramp.

Bronx-Queens drivers follow directly along the high level roadway. Bronx-Manhattan cars turn right on the same level. Bronx-Randall's Island cars turn right on the high level and go down a ramp. Randall's Island-Bronx cars come up a ramp, turn right, and climb to the high level; Randall's Island-Queens, up the ramp and right to the upper deck; Randall's Island-Manhattan ascend the ramp and head directly west.

All tolls will be collected at the Randall's Island junction. One row of booths serves 10 lanes on the main Queens-Bronx roadway and another row across the Manhattan arm serves 12 lanes. The toll places are so situated that no car passes more than one booth.

The Manhattan approach is formed like a huge tuning fork with a loop roadway above it. The two prongs carry bridge traffic to and from 125 th St. and Second Ave. The loop leaves in the middle of the fork, passes over one prong and curves to the waterfront at 122nd St. Thence it is carried as a surface landscaped boulevard, six lanes wide, down to 92nd St. and New York Ave. New York City has plans for extending this boulevard all the way down the East Side to connect eventually with the West Side Highway.

Equally ingenious and adequate combinations of ramps, and underpasses take care of traffic at the Queens and Bronx ends of the bridge. Proposed extensions and connections will take care of traffic to various through routes on Long Island, and in the Bronx.